



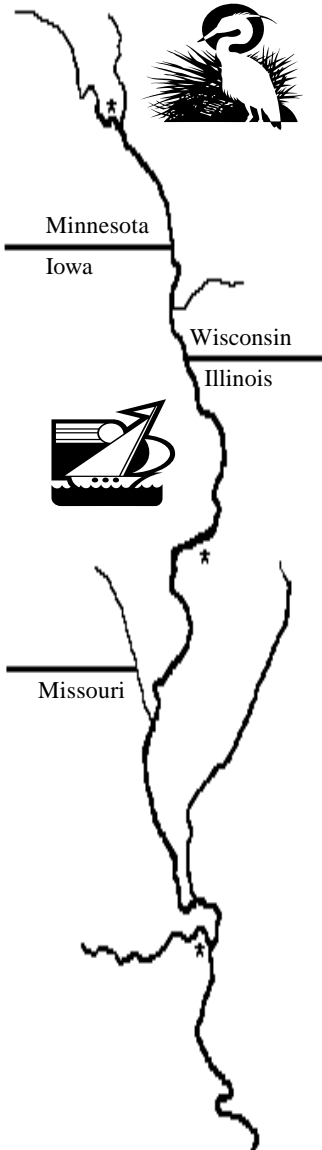
US Army Corps
of Engineers

Upper Mississippi River - Illinois Waterway Navigation System Study

UMR-IWW Feasibility Study Newsletter

April 1993

Vd. 1 No.1



FEASIBILITY STUDY BEGINS

The Final Upper Mississippi River Navigation Study Reconnaissance Report has been approved by Headquarters, U.S. Army Corps of Engineers. Copies of the report are available.

Authority for the Upper Mississippi River Navigation Study is contained in Section 216 of the Flood Control Act of 1970 (Public Law 91-611) which states:

The Secretary of the Army, acting through the Chief of Engineers, is authorized to review the operation of projects, the construction of which has been completed and which were constructed by the Corps of Engineers in the interest of navigation, flood control, water supply, and related purposes, which when found advisable due to significantly changed physical or economic conditions, and to report thereon to Congress with recommendations on the advisability of modifying the structures or their operation, and for improving the quality of the environment in the overall public interest.

STUDY UPDATE

In 1989, the U.S. Army Corps of Engineers, Rock Island District, began a reconnaissance study on the Illinois Waterway. This study was completed in October 1990. A similar study on the Upper Mississippi River was initiated in 1990 by the St. Paul, Rock Island, and St. Louis Districts and was completed in June 1991. These studies were undertaken because delays and congestion on the system, particularly at several lock sites, continue to escalate. If historic and projected increases in navigation traffic continue, the result will be an exponential growth in delays.



In October 1991, the Illinois Waterway and the Upper Mississippi River studies were combined into one study, entitled the Upper Mississippi River - Illinois Waterway Navigation System Study.

During the past year and a half, the study team has worked to develop an Initial Project Management Plan (IPMP), which describes a 6-year feasibility study to address the future needs of the Upper Mississippi River and Illinois Waterway with respect to navigation and to assess the environmental impacts of the without and with project conditions.

The Initial Project Management Plan (IPMP) contains the scope and costs for addressing and evaluating problems such as delays, growing usage, an aging system, and an assessment of alternative futures for the Upper Mississippi River.

The Corps of Engineers is now in the feasibility phase of the Upper Mississippi River - Illinois Waterway Navigation System Study. On March 1, 1993, the Director of Civil Works directed that the Feasibility Study be initiated according to the approved IPMP.

NEWSLETTER PURPOSE

This is the first in a series of newsletters designed to inform people interested in the navigation study. The newsletters will be used as a vehicle

Index

Notice of Initiation	1
Study Update	1
Newsletter Purpose	1
UMR-IWW RRC Summary	2
Interactive 800 Telephone System	3
Study Status	3
Comments	4
Future Newsletters	4
Questions	4

to provide periodic updates, answer questions, and announce various events. These newsletters are only one attempt to inform and involve people in this important planning effort.

UPPER MISSISSIPPI RIVER NAVIGATION STUDY RECONNAISSANCE REVIEW CONFERENCE SUMMARY

On December 9-10, 1992, in Chicago, Illinois, the Corps of Engineers, North Central Division, hosted the Reconnaissance Review Conference (RRC) for the Upper Mississippi River Navigation Study. Individuals from the Assistant Secretary of the Army for Civil Works and Corps headquarters in Washington, DC, attended this meeting to listen to the comments and thoughts of the persons attending. Approximately 80 people from Federal and State agencies and environmental and transportation interests attended the conference.

The purpose of the RRC was to discuss the Corps of Engineers' proposals to provide a safe, efficient, and environmentally sound inland waterway system as it addresses the system's capacity needs in the feasibility study.

The following concerns were raised by the Reconnaissance Review Conference attendees.

*-Many participants expressed a need for an extensive public involvement program throughout the feasibility study.

*-Some suggested that the economic analysis should include evaluation of funding constraints imposed by the Inland Waterway Trust Fund. (The Trust Fund income is generated from a fuel tax to operators on the inland waterways. The Trust Fund is then used to cost-share 50-50 with general revenues for the construction of improvements on the waterways.)

*-Proposals were made that the study area be extended from the confluence of the Illinois River to the mouth of the Ohio River. (Approval has been received to add this segment to the study for environmental and economic considerations.) It was also urged that consideration be given to water management of the Missouri River; e.g., the study should include an assessment of increased flows from the Missouri River and the reallocation of water storage in the Missouri River reservoirs. (This

assessment has not been approved.)

*-Another suggestion was to expand the study from its focus on lockage delays to a more comprehensive study of the future of the Upper Mississippi River System, including identifying goals and objectives of future natural resource conditions. Environmental restoration and enhancement would be an equal purpose in the study. (Conference participants were informed that such a study could require a 50% cost share from the States.)

*-Transportation and agricultural interests suggested a "double track"; i.e., the system study could proceed separately with detailed site-specific design starting after the preliminary economic and engineering studies. (The study should have information necessary to identify the highest priority sites in about 3 years.)

*-Some participants felt that the study design should be submitted to an independent panel, particularly the economic benefit evaluation.

*-Also, the economic analyses should include consideration for other markets and shipment by other modes of transportation (e.g., shipping by rail or truck and then transferring the commodities to barges). (This analysis is included in the IPMP.)

*-Many expressed concern that the 6-year feasibility study time frame is too short to accomplish data acquisition for some of the proposed biological studies.

*-Some asked for clarification of which small-scale improvements need congressional authorization. They suggested the authorized and justified small-scale improvements, such as mooring cells and powered traveling keels, be implemented now.

*-Many participants expressed disappointment that the Corps of Engineers is not implementing 100 percent of the recommended studies identified by the 2nd Lock at Melvin Price Plan of Study.

*-Likewise, the IPMP does not appear to include studies of induced development and secondary impacts that some participants believe to be required by NEPA. (Secondary and cumulative impact assessments are included as part of the data gathering and assessment preparation of the NEPA documentation for this study.)

*-Other issues included a question as to how mitigation for the 2nd Lock at Melvin Price should be addressed, and

a feeling that little apparent progress has been made toward implementing Avoid and Minimize measures. (If physical forces studies and analyses during the "system" feasibility study determine significant impacts are occurring to the environment, then a mitigation plan for the 2nd Lock at Melvin Price will be developed by St. Louis District. As a separate matter, a Draft Design Memorandum on Avoid and Minimize measures, submitted by St. Louis District, is currently under higher headquarters review.)

*-A study of the effects of recreational traffic is needed, particularly impacts of recreational craft in backwaters. (The plan in the IPMP has been approved to study the impacts of recreational craft in backwaters.)

*-Concern was raised that mussel studies were not funded as part of the proposed IPMP cost estimate because of current mussel studies by the Corps of Engineers Waterways Experiment Station (WES) and uncertain consequences of the zebra mussel invasion. (It was felt that potential zebra mussel impacts strengthened the need for additional mussel studies, and a mussel impact assessment has been added to the study.)

INTERACTIVE 800 TELEPHONE SYSTEM

The Corps of Engineers has established an interactive toll-free telephone number to provide current information to those interested in the study and to gather comments and questions. The telephone system is designed to allow 24-hour, 7-day-a-week information exchange for persons interested in the Navigation Study. This telephone line is dedicated solely to the UMR-IWW Navigation Study. Callers can listen to pre-recorded messages from the different study disciplines and/or leave messages at any point while in the system. For more detailed information about how the telephone system works, see the enclosed insert.



STUDY STATUS

The Upper Mississippi River navigation system provides critical transportation services for our Nation's heartland. The 29 locks on the Mississippi River and 8 locks on the Illinois Waterway are used to transport a variety of

commodities. Grain and grain products, the largest single commodity group, are shipped to the Gulf of Mexico for export, while coal, fertilizers, chemicals and equipment are shipped northward for consumption in farmbelt States and urban areas.

The continued increase in commodity tonnage moved by barges combined with the small lock size (600 feet x 110 feet) and large barge configuration continue to cause excessive delays at various locks on the navigation system.

The study responds to the Corps responsibility to formulate a system-wide approach for sound capital investment planning related to our Nation's inland waterways infrastructure.

The study area includes the Mississippi River from the confluence of the Mississippi and Ohio Rivers northward to the head of navigation (Minneapolis-St. Paul, MN) on the Mississippi River and the entire Illinois Waterway from its confluence with the Mississippi River at Grafton, IL, to Lake Michigan in Chicago. The study area includes approximately 1,468 miles of navigable waterway.

December 9-10, 1992, the RRC was held in Chicago. The conference offered all interested persons an opportunity to comment on the reconnaissance phase study and proposed work plan for the next phase. The RRC is discussed on the previous page.

As a part of the reconnaissance phase report, an IPMP was prepared which identifies the study effort for the feasibility phase. The IPMP presented work plans for the major work areas including economics, engineering, environmental, historic properties, public involvement and study management. A summary of the proposed study costs recommended in the IPMP dated September 1992 and the 1 March 1993 study allocation is shown below.

Summary of Feasibility Phase Costs (Price Level - Sept. 92)		
Work Group	IPMP Request	Allocation
Economics	\$2,680,000	\$2,680,000
Engineering	6,500,000	6,500,000
Environmental	8,994,000	10,294,000
Historic Properties	800,000	800,000
Public Involvement	600,000	600,000
Recreation (Backwater Impacts)		1,000,000
Detailed Study (1st site)		7,500,000
Study Expansion to Ohio R.		1,100,000
Study/Project Mgmt	<u>3,166,000</u>	<u>3,166,000</u>
	\$ 22,740,000	\$ 33,640,000

The completion of the reconnaissance phase of the study was approved by the Corps of Engineers Headquarters on March 1, 1993. Based upon public input and comments, Headquarters approved additional work in the amount of \$10.9 million. This added work is mainly in the engineering and environmental areas.

The initial work in the feasibility phase of the study involves collecting, compiling and evaluating the engineering, economic and environmental data necessary to make sound management decisions. Through the system-wide analyses, the Corps will identify and prioritize needs, quantify benefits and establish actions for managing the navigation system. The study will result in a report to Congress for consideration and authorization of a system of projects if economically and environmentally feasible improvements are identified.

COMMENTS

Enclosed is a comment sheet. Please state any concerns you may have on the comment sheet, fold the sheet and mail it to the Corps of Engineers. No postage is due if mailed in the United States.

FUTURE NEWSLETTERS

Currently, newsletters are scheduled to be mailed three times a year. The approximate mail times are August, December, and April. These mailings will continue for the entire duration of the study and will contain information about study progress, findings, meetings, and feedback from the new interactive 800 telephone system.

Questions?

...for general study information, call Nelson J. Cordba, study manager, at 309/788-6361 ext. 6399 (after May 10, call 309/794-5399), or write to the address below, ATTN: CENC-RPD-W.

...or for information on Public Involvement meetings, call the toll-free telephone number, 800/USA(872)-8822. Meeting announcements will be in the Public Involvement menu. Or call Kevin Blum, public involvement coordinator, at 612/220-0247, or write to the address below, ATTN: CENC-RPD-C/Blum.

...if you want to be added to the direct mailing list for future newsletters, study updates, and meeting announcements, write to the address below, ATTN: CENC-RPD-C or call the toll-free telephone number and leave your information in the Public Involvement menu.

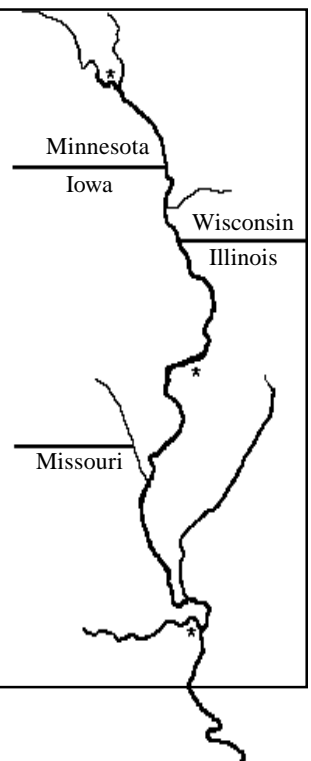
U.S. Army Corps of Engineers, Rock Island
Clock Tower Building
P.O. Box 2004
Rock Island, IL 61204-2004



This newsletter is printed on recycled paper. When you have finished with it, recycle it or pass it on to a friend.



U.S. Army Corps of Engineers, Rock Island
Clock Tower Building
P.O. Box 2004
Rock Island, IL 61204-2004





US Army Corps
of Engineers

April 93

UPPER MISSISSIPPI RIVER - ILLINOIS WATERWAY NAVIGATION SYSTEM STUDY
COMMENT SHEET

Name _____ Telephone _____

Address _____

City _____ State _____ ZIP _____

(Please provide your comments in the space below)

----- (fold here, and return to addressee) -----

(Continue comments here)

Please check the appropriate category below.

I represent:

<input type="checkbox"/> Towing Industry	<input type="checkbox"/> Federal Government	<input type="checkbox"/> Regional/Local Planning
<input type="checkbox"/> Other Business/Industry	<input type="checkbox"/> State Government	<input type="checkbox"/> Self
<input type="checkbox"/> Environmental Interests	<input type="checkbox"/> County Government	<input type="checkbox"/> Other (specify) _____
<input type="checkbox"/> Private Interest Group	<input type="checkbox"/> City Government	

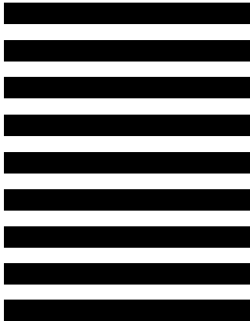
Privacy Act Statement

In accordance with the Privacy Act of 1974 (Authority: Paragraph 11, ER 1105-2-502), routine uses of the information obtained from this form include compiling official mailing lists for future informational publications and recording additional views and public participation in studies.

U.S. Army Corps of Engineers, Rock Island
Clock Tower Building
P.O. Box 2004
Rock Island, IL 61204-2004



NO POSTAGE
NECESSARY IF
MAILED IN THE
UNITED STATES



BUSINESS REPLY MAIL

FIRST CLASS MAIL PERMIT No. 89 ROCK ISLAND, IL

POSTAGE WILL BE PAID BY ADDRESSEE

U.S. Army Engineer District, Rock Island
ATTN: Planning Division (PD-C)
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-9908

----- Fold here and tape ends -----

